THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIFF):

(a) No, Sir.

(b) Section from Damanjuri to Lakshmipur (42 Kms.) has also since been completed and opened. On remaining portion work is nearing completion except construction of Tunnel No. 23 in which work was held-up due to geological problems, which are being tackled by imported machinery.

(c) and (d) The line will be completed by the end of the current financial year.

Unscheduled Detention of Trains

2415. SHRI VIREN J. SHAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the report published in the "Indian Express", Mumbai of 29th November, 1994 under the caption, "Irate passengers foil Sharief Kin's game plan to board Udyan Express at Lonavla";

(b) if so, what are the facts in its regard;

(c) what is the name of VVIP and of the persons for whom the train was delayed;

(d) how many such cases of intervention by VIPs or their relatives resulting in unscheduled detention of trains have taken place during each of the last three years and what are the facts of each case; and

(e) what steps Government have taken or propose to take to obviate the chances of such unscheduled detention of trains resulting in inconvenience to the passengers?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir.

(b) On 27-11-94, 6529 Udyan Express which was scheduled to be received at platform No. 4 at Kalyan was received at platform No. 5, as platform No. 4 was occupied by 1147 Dadar-Muzaffarpur Express. Announcement regarding change of platform of 6529 Express was made but due to technical fault, the announcement was not audible on platform No. 4. Consequently some passengers missed 6529 Express at Kalyan and after the departure of 6529 Express these passengers gheraoed Dy. Station Manager, Kalyan. In view of the distress faced by the through passengers, these passengers were taken by the following 7307 Koyna Express from Kalyan to Lonavala so that they could board 6529 Express. However, the passengers of 6529 Udyan Express did not like the detention of their train and therefore, did not allow the passengers from 7307 Express to board 6529 Express. 6529 Udyan Express left Lonavala at 12.50 hrs., after an extra detention of 1'40".

(c) There was no VVIP/kin of Minister of Railways among the persons reserved for Bangalore ex. Kalyan by the train.

(d) Nil.

(e) Instructions have been given to all concerned for ensuring that proper announcement about the running of trains on various platforms etc. is made through public address system to eliminate recurrence of such cases in future.

Heavy rush on X-mas occasion

2416. SHRI J. S. RAJU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the heavy X-mas rush to Kerala and Tamil Nadu;

(b) if so, whether any additional coaches are being attached to Kerala and Mangala Express to clear the X-mas traffic;

(c) if so, the details thereof; and

(d) if the answer to parts (b) and (c) above be in negative, whether Government propose to run holiday specials between Nizamuddin and Kanayakumari during the X-mas and New Year season; if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Railways are aware of the additional demand for reservation to Kerala and Tamilnadu.

(b) to (d) Additional coaches to these trains are being provided depending upon the traffic, operational feasibility and availability of spare coaches. A holiday special from Nizamuddin to Bangalore via Madras on 23-12-94 is also being run.

Rail Accidents

2417. SHRI K. RAHMAN KHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of accidents in the Indian Railways during 1992-93, 1993-94 and 1994-95 (upto 30th September 1994);

(b) how many persons have been killed during the above period and the total compensation paid to them;

(c) how many accidents are due to human failure and negligence, as per the enquiry by the Railway Safety Enquiry Commission; and

(d) in how many cases action had been taken on the top Railway officials for their negligence; and names and designations of such officials?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) 1312.

(b) During the above period, 828 persons died in train accidents and a sum of Rs. 332.80 lakh was paid as compensation to the next of kin of the identified dead.

(c) As per the findings of the inquiry Committees, including those of Commissioners of Railway Safety, 1058 accidents resulted from human failure.

(d) During the period in question, 2280 railway staff, including Senior Supervisory officials, were given punishments, including dismissal, removal, compulsory retirement, reversion in grade and rank and minor penalties for their lapses causing accidents.

Sale of Scrap by Railways

2418. SHRI K. RAHMAN KHAN: Will the Minister of RAILWAYS be pleased to state:

(a) what is the total realisation by the Railways by sale of scrap zonalwise;

(b) what is the total quantity of stock of scrap the Railways is holding zonalwise and its approximate value; and

(c) whether Railways can consider floating of subsidiary of Railways to establish Mini Steel Plant, to use its scrap, to augment its resources?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Sale proceeds of scrap zone wise during 1993-94 are given below:—

Railway	1993-94 (Rs. in crores)
Central	110
Eastern	96
Northern	135
North Eastern	32
Northeast Frontier	22
Southern	97
South Central	104
South Eastern	106
Western	110
Production Unite	38
TOTAL:	850

(b) Accrual and disposal of scrap on the Railways is a continuous process throughout the year and therefore, holding remains changing. Approximate holding at the end of March '94 under different categories was as under:—

	Quantity (In mts)	Value (Rs. In crores)
1. Rails	29306	21.60
2. P. way scrap	15764	8·82
3. Other Ferrous	28818	18.06
4. Non-Ferrous	2374	9.89
5. Wagons In (nos.)	3401	12.11
6. Coaches (In nos.)	329	2.06
7. Locos (In nos.)	184	7.80
		80.34

(c) No, Sir.

Defective Alarm System in Mumbai-Howrah Mail

2419. SHRI SATISH PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the illfated sleeper coach of Mumbai-Howrah Mail had defective emergency alarm system;

(b) whether it is a fact that there was no attendant in the sleeper coach;

(c) whether it is also a fact that some railway employees had admitted unauthorised passengers in the compartment on financial considerations, as a routine practice; and

(d) whether all the victims of the accident have been considered for compensation.

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) No, Sir.

(b) 8001 Dn Mumbai Howrah Mail was manned by TTEs on its journey from Mumbai-Bhusaval-Nagpur-Durg to Jharsuguda. At Chakradharpur station, Howrah based T.T.E.s of Kharagpur Division were available for manning the train for further journey. There was no TTE between Jharsuguda and Chakradharpur, which is covered during the late night with one stoppage at Rourkela only, where normally, very few passengers board the train. Manning of this train between Jharsuguda and Chakradharpur has also been arranged.

(c) Against the charted capacity of 81 passengers, 83 passengers were occupying the coach. Some of the passengers were travelling with irregular tickets.

(d) The heirs of the dead and also the injured are entitled to compensation. They however, have to file their claims in the Railway Claims Tribunal, Patna Bench as per the rules. In the meantime an amount of Rs. 2,87,500 has been paid as ex-gratia by the railways to the victims.